## FINELY EQUIPPED TRAINS

Indiana Roads Making Great Improvements in Their Passenger Service.

The Squabble Between Northern Lines Over Immigrant Rates Lakely to Be Soon Settled-The L D. & W. Suit.

D. F. Whitcomb, general superintendent of the Union Railway Company and Belt road, said in conversation, last evening, that unless one sat down and let his mind run back even but five years he could not comprehend the great improvement which has been made in passenger equipment of Indianapolis roads. Chicago no longer has the best equipments. The best trains now running into Chicago are off of Indiana roads-the Monon, the Chicago & Eastern Illinois, the Vandalia and the Illinois Central. But the putting on of the new solid vestibule trains over the Vandalia and the Pennsylvania lines has attracted more attention than any recent advance in train equipment. The tendency with all Indiana roads is now to better coaches and the best that the Pullman company builds for sleeping and parlor cars, and the climax has not been reached, so sharp is competition. Evidence is given of this fact in a letter addressed to the Journal, received yesterday from D. B. Martin, general passenger agent of the Big Four, which reads as follows: "The Big Four is not very much alarmed over the announcement by the Pennsylvania lines of their solid trains be-tween St. Louis and New York. This is what has been practically in effect on the Big Four, the Lake Shore and the New York Central lines for the past three years. With the inauguration of the spring schedule new dining-cars, which are now nearing completion in the shops, will be ready for service, and the popularity of the Southwestern limited will be enhanced by entirely new equipment throughout. The coming season bids fair to be the banner one in the railroad world, and the traveling public will be well taken care of."

Trying to Patch Up an Agreement. Canadian Pacific and Grand Trunk roads by the Chicago-St. Paul lines to restore their European immigrant tariffs to the basis of the agreed differentials, as between New York and St. Lawrence ports, a lively correspondence has been going on between Chairman Finley and the passenger representatives of the roads in question. The ultimatum issued by the lines west of Chicago after the meeting of Feb. 6 was that immigrant rates to Northwestern points must be advanced by Feb. 15 or all prorating arrangements with the Canadian lines by way of Chicago would be canceled. In the correspondence referred to both the Canadian Pacific and the Grand Trunk officials said they were willing to advance the rates by way. Chicago, but claimed the right make such rates as they pleased by way of Sault Ste. Marie and Mackinaw City Chairman Finley promptly informed them that the tariff must be restored by all routes, and that if it was not done the notice given by the Western roads of the intention to withdraw from the agreement of would go into effect Feb. 15. Then the Grand Trunk suggested another conferonce, basing the suggestion on assurances given by the Canadian Pacific that there would be no difficulty about advancing the rates via the Soo on the basis desired. provided a meeting were held to which the see line is invited. The argument was made that the latter road should at least have a voice in the conferences. Chairman Finley has submitted the proposition for snother conference to the lines of interest, giving them until the 18th to answer. He said last evening that answers enough had been received to convince him that another conference would be held, and that the Chicago-St. Paul lines, the Canadian roads and the Soo would all be represented.

Incident in a Ratiroad King's Career. President McLeod, of the Philadelphia & Reading, about whom there has been much talk since the consummation of the gigantic coal deal, is a self-made man. During the early days of his career he was in very straitened circumstances. It is now related of him that before his connection with the railroad business he was the proprietor of a pottery in Texas, and that after a hard struggle for several years he was sold out by the sheriff. Then he went West with unbroken determination to "make his fortune" if possible. About this time Alexander Bryden, of Pittston, Pa., a mine boss, was traveling in Colorado, with a view to investigate coal lands there and form a company to operate them if practicable. At a small town be met McLeod, who was financially "flat on his back" with no prospect of bettering his condition. He appealed to Bryden for enough money to pay his fare East again and his appeal met with a generous response. As he took the money, McLeod said: "Bryden, Pil be in a position some When the now great railroad king was placed in charge of the Philadelphia & leading interests one of his earliest acts was to send for Bryden, who had returned to Pitteton, and offer him the superintendency of the company's Schuylkill anthracite industries, one of the most responsible positions in the corporation's business, and most coveted because of the fat salary attached to it. Bryden accepted, took the reins for a year, but found that the duties were telling on his health, and resigned and returned to his place at Pittston.

Of Interest to Express Messengers, An Obio man has invented an express ear which it will be difficult to rob, as the messenger is so guarded that he is enabled to keep out intruders. He is safely ensconced in a shot-proof compartment in the center of the car. By means of levers the doors to this compartment as well as those to the entrance of the car are managed by the expressman, who has the sole con-trol. In case a train robber enters the ear, the door behind him may be immediately closed and locked by a twist of the lever, while at the same time the door to the messenger's compartment is also closed. The robber is now trapped and is at the mercy of the messenger. The levers and their connections are so housed in sections of pipe that it is said to be practically impossible for any one outside to interfere St. Louis of which J. O. Van Winkle is with their action.

Not a Plausible Story. The story from Wall street about the prospective consolidation of the Union Pacific, the Chicago & Northwestern, the St. Paul, the Northern Pacific, the Omaha and the Atchison roads is regarded at Chicago as one of the most absurd rumors that has been circulated in years. President Miller. of the St. Paul, says the report is without foundation, and moreover, that a union of the St. Paul and the Northwestern, of which much has been said in the past, would be detrimental to the interests of both. They always work in harmony, and in Mr. Miller's opinion they can make more money when operated separately than would be possible if they were united.

The Pending L., D. & W. Suit. The suit of the Indianapolis, Decatur & Western road, which is now before the Supreme Court of Indiana, is attracting attention in other States, and the decision will be watched with more than ordinary interest, as it will settle the question, so far as this court is concerned, whether the judge of a county court can order a fore-closure sale of a road in two States. The understanding now is that, no matter which way the Indiana Supreme Court decides the case, it will be carried to the United States Supreme Court, in which case the road bids fair to be in the hands of

of tourists to Florida and other Southern | and broke his leg.

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points that it did in the fall and winter of 1891, and large parties are still going south-S. Brent has been appointed agent of the St. Louis division of the Big Four at Com-

stock, Ill. A. J. Gibbons has been given the title of engineer of maintenance of way of the

The stockholders of the Grand Rapids & Indiana road will hold their annual meeting March 2, at Grand Rapids. The Chicago & Eastern Illinois company has contracted with the Schenectady locomotive-works for eight engines.

The Lake Erie & Western earned in the second week of February \$65,652.65; increase over the corresponding week of 1891, \$3,-The copies of the Railway Forecast sent

to railway stations will hereafter be carried as United States mail, not as railway mail The Toledo, St. Louis & Kansas City road earned in the second week of February 36,653; increase over the corresponding

week of 1801, \$6,061. R. St. John has been appointed commercial agent of the Cincinnati, Jackson & Mackinaw road, vice H. L. Hayden, resigned. His headquarters will be at Toledo. Liens have been filed at county-seats along the line of the Indiana Midland road aggregating \$2,787.19. There are nine-ty-five claims for labor and material fur-

The general freight agents and the division freight agents of the Pennsylvania lines are holding a conference in Pittsburg, Col. S. F. Gray, of this city, is in at-

T. J. Hudgins, agent of the Big Four at Shelbyville, Ind., has obtained a six months' leave of absence to take a trip West. F. Doll has been appointed as agent during his absence. Capt. Robert Anderson, who died at Atlanta, Ga., last week, was with the Western & Atlantic road thirty years, com-

mencing as clerk and retiring as its general superintendent. The medical examiners of the Pennsylvania voluntary relief department will hold a meeting in Cleveland, O., to-day. Dr. Talbott, medical examiner at this point,

will be in attendance. The official report, just published, shows that in the six months ending Dec. 31, 1891, the net earnings of the Wabash road were

\$2,200,969; increase over the corresponding half-year of 1890, \$182,722. D. B. Hodgson has been appointed auditor of the Guatemala Central railroad, in Since the demand was made upon the Guatemala. Mr. Hodgson has been for many years chief clerk in the auditing de-

> partment of the Southern Pacific. The Pennsylvania Company is hauling over its lines a train of twenty-six car-loads of flour for the Russian sufferers, free of charge. The train passed Columbus yesterday, and is run on fast-freight time. The Toledo & Ohio Central will soon be in the market for 1,000 coal cars and ten heavy freight engines. The coal traffic of this line has reached a tonnage that the warmest friends of the road had never ooked for.

> J. W. Higgins took charge this week as assistant superintendent of the Illinois Central road, with headquarters at Mc-Comb City, Miss. Mr. Higgins had for a number of years been chief clerk in the general superintendent's office.

> E. B. Walls, superintendent of motive power of the Pennsylvania lines west of Pittsburg, is in the city. The new engines for the lines west of Pittsburg will begin to arrive next month. Forty-five will be put in service on the Southwestern system. C. M. Bennett, superintendent of the Chicago division of the Pennsylvania lines, has handed in an estimate of the improvements he wants made on this division this year, and it reaches the handsome sum of \$292,000. This includes the improvements

at the Chicago terminal. Ten of the new type of ten-wheel passenger engines are to be built at the Fort Wayne shops of the Pennsylvania Company. They are modern type engines in every respect. The drivers are 68 inches in diameter, cylinders 19x24 inches, and boiler 62 mches in diameter; weight of engine proper, 120,000 pounds.

J. H. Willoughby, Northwestern passen-ger agent of the Lake Shore & Michigan Southern railroad, is dying at St. Paul of congestion of the brain. Mr. Willoughby has been a railroad man for twenty years, having formerly been connected with the passenger departments of the Pennsylvania and the Omsha railroads.

An official of the Vandalia says the work and cost of what has been done on the new Union Station at Terre Haute, which the Terre Haute & Indianapolis company is erecting, makes it very evident that when completed the station and train sheds will cost \$.50,000, or \$50,000 more than estimated

when the plans were prepared. Alfred Walters, general superintendent of the Baltimore & Ohio lines east of the Ohio river, on Tuesday last, tendered his resignation, it is understood, to accept the general managership of the Wheeling & Lake Erie road. His duties on the B. & O. will be looked after until further notice

by J. T. Odell, general manager. It is officially announced that the traffic agreement between the Baltimore & Ohio and the Wheeling & Lake Eric opens up a new field for the Wheeling & Lake Erie by giving it a route to Pittsburg, Baltimore and other Atlantic cities. Since the above arrangement was made the Wheeling & Lake Erie has closed a traffic contract with the Pennsylvania road which will result in an interchange of business.

Articles of incorporation of the Illinois & day to return this kindness, and I won't ital stock \$1,500,000, have been filed at forget you." He was true to his word. Davenport, la. The plan involves the construction of a double-track railway bridge across the Mississippi at the foot of the rapids and extensive transfer and storage yards on both sides of the river in Davenport, Ia., and Moline, Ill., and an independent road to Clinton, Ia., thus bringing the Chicago & Northwestern railroad into Davenport from Clinton.

The purchasing committee of the Ohio and Michigan divisions of the Cincinnati. Jackson & Mackinaw road are in Toledo endeavoring to effect a reorganization under one head in conformity to the laws of those States. The new name proposed is the Cincinnati & Southern Michigan Railroad Company. As soon as the reorganizasold to the Cincinnati, Hamilton & Dayton company. As matters now stand, no deal of that character could be legally consummated.

An engineer in charge of one of the com-An engineer in charge of one of the compound engines of the Pittsburg. Fort Wayne & Chicago road says that those who are skeptical about the making of high speed with a compound engine should take a ride on one of them as an object lesson. Mile after mile is covered with these engines in fifty seconds, and long stretches at a speed of seventy miles an hour. The balancing of the engines is very perfect for so large a piece of machinery, and the engine, he says, rides much easier than loco-

The Terminal Railroad Association of St. Louis, of which J. Q. Van Winkle is general superintendent, has placed \$7,000,-000 of fifty-year first mortgage bonds on the market, the money raised thereon to be used in the erection of a new union station at St. Louis and improving its terminals otherwise at that point. This association is made up of the following roads: The C., C., C. & St. L. (Big Four), the Wabash, the Ohio & Mississippi, the Missouri Pacific, the Louisville & Nashville, and the St. Louis & Iron

In the death of Edward M. Reed, vice-president of the New York, New Haven & Hartford road, on Saturday last, Eastern railroad circles lost one of their brightest men. Mr. Reed began his railroad career as a machinist in the Baltimore & Ohio shops in 1843. In 1845 he was appointed master mechanic on the Philadelphia & Reading road, a much smaller system then than now. In 1850 he was appointed master mechanic of the Hartford & New Haven road; in 1853 its superintendent, which position he held until 1872, when he was chosen vice-president of the road, which position he held until his death. He was practically the general manager of the company's affairs, and the great prosperity of the road was largely due to his ability.

Minor Accidents. A. J. Cullen, a workman employed in tearing down buildings at the old fair ground, received numerous scratches and case the road bids fair to be in the hands of the present trustees for some years to come.

Personal, Local and General Notes.

The passenger department of the Cincinnati, Hamilton & Dayton reports that it has this winter carried double the number of the cincinnati to the common to the cincinnati to MATTERS IN COURT.

Judge Brown Issues a Peremptory Order to Judge Harper's Receiver. Fred W. Cady filed in the Circuit Court, yesterday, his report as receiver of William H. Bennett, and showed that he had been dispossessed by Smith H. Myers. The court, therefore, issued a peremptory order, requiring Myers to appear at once and show cause why he should not be fined for contempt. When the defendant appeared the court set 10:30 o'clock this morning as the hour for the hearing. Myers was acting by authority of Judge Harper in taking possession of the store.

His Wife Became an Actress. Herman Adolph Hunzinger relates a story of his wife's infidelity in a complaint for divorce filed yesterday in the Superior Court. They were married, he says, in Wurtemburg. Germany, in 1884, but in the year following his wife became enamored of one Adolph Bruener. Her conduct forced the husband to leave her, and he filed a suit for divorce in his native country. But before it was tried he emigrated to America. His wife became a strolling actress.

Would Not Accept the Bond. Judge Brown yesterday issued an alternative writ against R. M. Smock, justice of the peace, to appear in court Feb. 20, and show cause why he should not admit a staybond, with John Myers as the principal, Justice Smock has given a judgment against Myers for \$1, but refused to accept the security offered for its future pays

Two Years for Highway Robbery. Henry C. Rice was yesterday found guilty of highway robbery, and given two years in the State prison. The offense was committed on the Kentucky-avenue bridge in August, 1891, the victim being a drunken

Court Briefs. Jacob Sinker is on trial on a charge of robbing Charles Schwartz, a young German, on South Illinois street, of \$2. Schwartz is unable to speak English, and County Recorder Brink was called in as interpreter.

Margaret Mullally, aged twenty-two years, was yesterday declared insane. Physical ill health is the cause of her dementia. Joseph Thomas was declared insane on account of senile debility. He 18 sixty-nine years of age. Charles Chambers, an employe on the Cincinnati, Hamilton & Dayton road, who

was indicted for selling bogus switchmen's ball tickets, was yesterday acquitted. The Mayor of Jeffersonville, and Reuben Daily, proprietor of the News, of that city, were in court to testify as to Chambers's good character. The Court Record.

SUPREME COURT OPINIONS. 15848. Ohio Valley Railway and Terminal Company vs. Thomas Kerth. Van-derburg C. C. Affirmed. Olds, J.-In a proceeding to condemn property a plat of the ground made from actual measure-ments, showing streets and alleys, may be introduced in avidence for the jury to consider as to the value of the land, to be platted as an addition to the city which it adjoins, now or in the immediate future,

and to show its adaptability for that purpose. 2. In speaking of values the facts necessary to entitle the witness to speak are that he is acquainted with the market value of the property in the locality, and that he is acquainted with property upon which he places a value. 15230. Ephraim Daugherty et al. vs. Edward R. Wheeler. Fulton C. C. Reversed. McBride, J.—The judgment on appeal to this court was modified, but the sale was

made under the original judgment, and was unauthorized to the extent of the modification. 15944. Wm. Quinn vs. State. Marshall C. C. Reversed. Elliott, C. J.—The trial judge directed the bailiff to give the jury. instructions in the jury-room as to the re-turn of the verdict; also, directing that the verdict should be received by an attorney of the court without appointing him special

judge. Held, error. 16139, John Bateman et al. vs. James L. Johnson, Guardian. Cass C. C. Dismissed. 16214. Frederick G. Miller et al. vs. Andy Kopp. Wells C. C. Motion to dismiss overruled.

APPELLATE COURT OPINIONS. 345. Town of Rosedale vs. George N. Ferguson. Parke C. C. Reversed. Robinson, C. J.—When the duty to keep its streets in safe condition rests upon the corporation, it is liable for injuries caused by its neglect or omission to keep the streets in repair as well as for those caused by the wrongful acts of others; but as in such case the basis of the action is negligence, notice to the corporation of the defect which caused the injury, or facts from which notice thereof may reasonably be inferred, or proof of circumstances that the detect ought to have been known and remedied by it, is essential to liability.

457. Board, etc., vs. Noblesville Town-ship. Hamilton C. C. Aftirmed. Crumpacker, J .- A civil township cannot be compelled to reimburse a county for money paid by the latter upon a judgment for damages resulting from negligence in failing to keep in repair a bridge which was originally built and afterwards maintained by the township, the structure originally costing less than \$50.
422. J., M. & I. R. R. Co. et al. vs. Rob-

ert Harrold. Clark C. C. Dismissed. Reinhard, J.—Appellee sued before a justice and by default recovered judgment for \$100. Upon appeal to the Circuit Court a demurrer was sustained to the complaint and the court ordered the defendant to pay the accrued costs. Exceptions were taken by both parties and appeal to the Supreme Court by defendant, with cross-errors assigned by plaintiff. Held that the amount in controversy was less than \$50 and this court has no jurisdiction. 518. August DuBois vs. Board, etc. Lake C. C. Reversed. Black, J.-The

statute provides for the assessment of omitted property by the county auditor (Revised Statutes, Section 6:16), but it does not provide for a reassessment by him of property assessed and returned by the of property assessed and returned by the assessor, and such a reassessment is wrongful within the meaning of Section 5313 R. S., and the party is entitled to have money paid on taxes thereunder refunded.

235. North Manchester Tri-county Agricultural Society vs. Jerome W. Wilcox. Huntington C. C. Affirmed. New, J.—When a defendant held out to the world a track as a place for the exhibition of the speed of horses, and advertised it as such. and solicited the plaintiff to enter a contest to speed horses, and accepted from him a fee for such privilege, and during such contest permitted people to rush upon the track and obstruct the view without effort to clear the track, and the plaintiff's horse collided with another horse without his fault, destroying it and the sulky-held that the defendant was liable.

SUPERIOR COURT. Room 1-Hon. Napoleon B. Taylor, Judge. William L. Higgins vs. City et al.; damages. On trial by jury.

Room 2-Hon. James W. Harper, Judge. Daniel W. Marmon and Charles C. Perry vs. Mary J. Vorhees. Abigail V. Judson et al.; to quiet title. Tried by court. Finding for plaintiffs. Lemuel C. Nicason vs. Levi S. Pierson et al.; contract. On trial by jury.

Room 3-Hon. Lewis C. Walker, Judge. Armin Bohn vs. Timothy J. Gaynor; note. Judgment for \$821.46. Lorenz Schmidt, Trustee, vs. Jane Personett et al.; foreclosure. Judgment for George W. Spahr vs. Citizens' Street-railroad Company; damages. On trial by the

New Suits Filed. Herman Adolph Hunzinger vs. Helen G. Hunzinger; divorce. Infidelity.

M. Rumely Company vs. Jacob Sourwine; foreclosure. Demand, \$900.

Indianapolis Lumber Company vs. Daniel
S. LeFever; account. Demand, \$250. CRIMINAL COURT.

Hon. Millard F. Cox, Judge. State vs. Henry C. Rice; highway robbery. Finding of guilty. Sentence of two years in State prison. State vs. Charles Chambers; false pretenses. Acquitted by court. State vs. Jacob Sinker; highway robbery. On trial by jury. CIRCUIT COURT.

Hon. Edgar A. Brown, Judge. State ex rel. John Myers vs. Richard M. Smock, Justice of the Peace; mandamus. Alternative writ issued to Feb. 20, 1892. Louis B. Leonard vs. Mary H. Peacock; account. On trial by jury.

The Hegan Mantel Company vs. W. H. Bennett et al.; receivership. Report of F. Bennett et al.; receivership. Report of F. Shoes for 75c. at T. D. CHANDLER'S Upper Fac-W. Cady, receiver, filed, and Smith H. ory, Room 13, Yohn Block.



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Myers cited to appear and show cause why he should not be held for contempt of

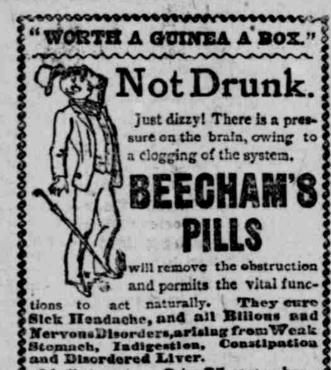
Amusements. "The Struggle of Life," which Frederick Paulding and his company will present at English's to-night, is credited with being a particularly strong melodrama of New York life, in which the scenic and mechanical appointments are most elaborate and

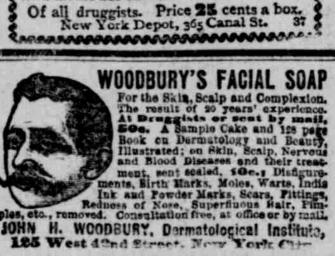
striking. The great dock scene is said to surpass anything before put on the stage. Mr. Paulding is a young actor of wellknown ability, and his company is a capable one. His present season as a star has been a very successful one. The sale of seats for the engagement of

Mr. and Mrs. Kendal will begin at the box-office of the theater this morning. and from all the indications the demand will be one of the largest known here this season. The fame of the Kendals has preceded them here. The consensus of critical opinion is that they are fitting representatives of the highest form of the dramatic art, and that their stage work is of that character that appeals most strongly to cultured audiences. There is a charm about Mrs. Kendal that is undefinable, in everything she plays, a fact that Indianap-olis andiences will acknowledge after they see her. The repertoire here is "A Scrap of Paper," "The Ironmaster," and "Still Waters Run Deen," in the order named, the engagement beginning next Monday night. Herr Alfred Gruenfeld who, with his brother, Herr Reinrich Gruenfeld, are to to give another recital at Plymouth Church Monday evening next, will give much pleasure to cultivated listeners. Aifred's title to consideration as one of the most delightful pianists is now well established, and Heinrich is equally well known as a brilliant and talented 'cetlo player.

Captured a Tarantula. Russell Prattain, a grocer at 46 Indiana avenue, narrowly escaped the bite of a tarantula yesterday, something to be dreaded more than the bite of a rattlesnake. He was pulling a banana from s bunch when he put his finger on the poison-ous insect's leg. He removed it suddenly. The beast was captured and imprisoned in a candy-jar. It measures five inches from

The Grip Leaves its victims very weak and deblitated. Hood's Sarsaparilla is just what is needed to restore the strength and vigor so.
much desired and to expel all poisons from Hood's Pills cure sick headache.



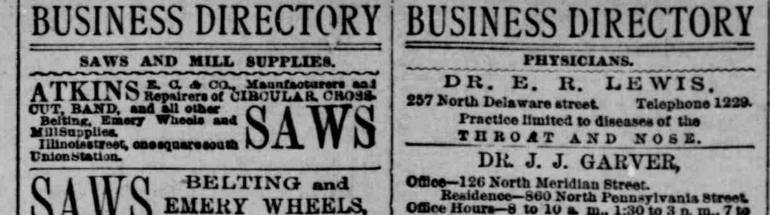


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